Fig. 1
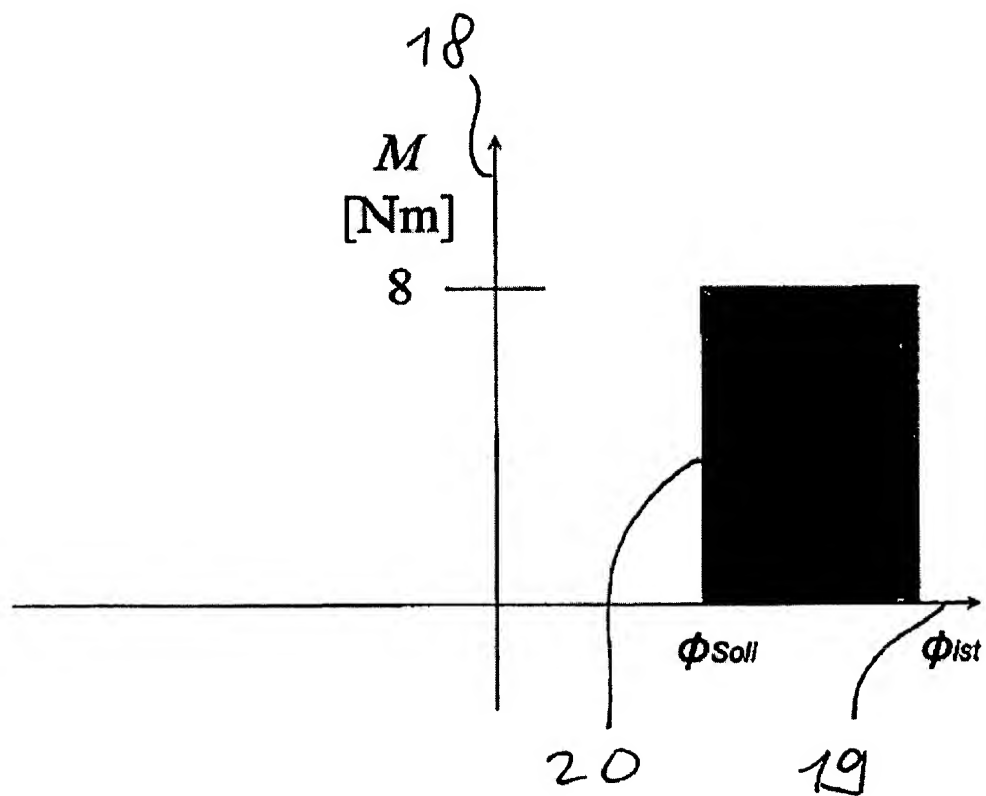
6 STEERING ANGLE
7 PARKING SPACE COORDINATES (OPTIONALLY DYNAMICALLY UPDATED)
8 WHEEL SPEEDS
5 POSITION DETERMINATION MODULE
10 VEHICLE POSITION IN RELATION TO THE PARKING SPACE
9 STEERING ANGLE CONTROL MODULE
11 DESIRED STEERING ANGLE
12 STEERING TORQUE REGULATION MODULE
13 STEERING AID TORQUE
2 MEASURED DRIVER TORQUE
1 DRIVER RECOGNITION MODULE
4 RELEASE
3 LONGITUDINAL DYNAMICS CONTROL MODULE
15 BRAKE INTERVENTION
16 ENGINE TORQUE INTERVENTION
17 ACCELERATION REQUEST (GAS PEDAL TRAVEL) OR DECELERATION REQUEST (BRAKE PEDAL TRAVEL)

Fig. 2

$\Phi_{Soll} = \Phi_{etpoint}$

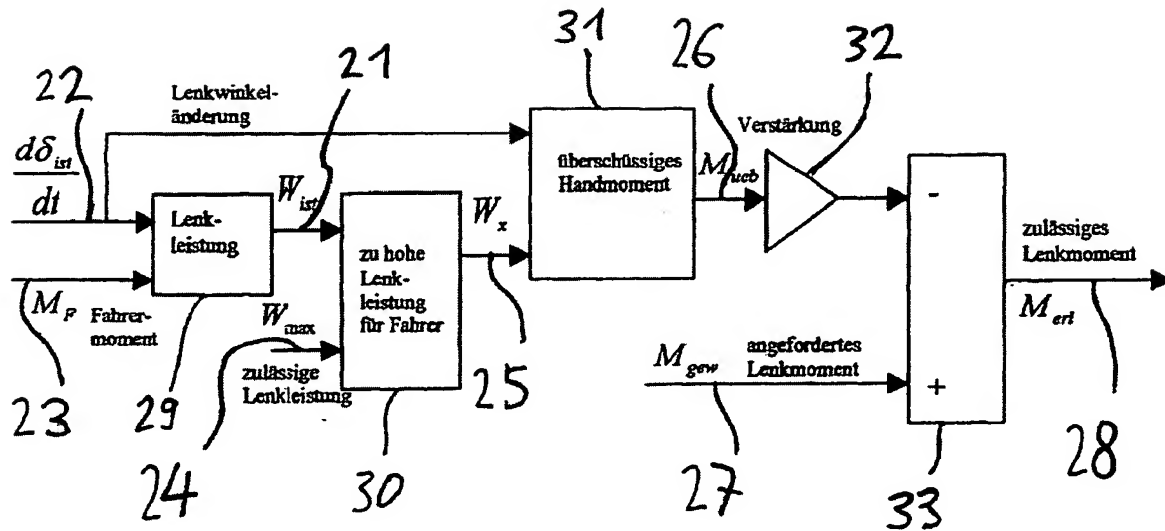$\Phi_{ist} = \Phi_{actual}$

Fig. 3

Lenkwinkeländerung = change in steering angle

$W_{ist} = W_{actual}$ = actual work

Lenkleistung = steering work

Fahrermoment = driver torque

zulässige Lenkleistung = allowed steering work

zu hohe Lenkleistung für Fahrer = steering work too high for the driver

überschüssiges Handmoment = excess manual torque

M_{ueb} = excess torque

Verstärkung = amplification

angefordertes Lenkmoment = requested steering torque

zulässige Lenkmoment = allowed steering torque

M_{gew} = desired torque